



ANNUAL REPORT

B. F. STONE

CHAIRMAN

BOARD OF COMMISSIONERS

PORT OF ASTORIA



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To

January 24, 1925.

*The Commissioners of the Port of Astoria,
Astoria, Oregon.*

Gentlemen:

In considering the increased business and activities of the Port of Astoria since January 1, 1917, it is well to recall that which has been accomplished during the past eight years as to additional equipment, construction and increased efficiency, as follows:

PIER 1: The flouring mill, 4000 barrels daily capacity, was completed in March, 1920.

The elevator, capacity 1,250,000 bushels, was completed in August, 1918.

An additional story was added to the easterly section; i. e., No. 6, of the freight shed, and connected with the mill.

The southerly end of the freight shed was increased 303 feet, and the administration building erected.

PIER 2: The westerly side of Pier 2 was not completed in 1917, and, therefore, after the leasing of a portion of the pier to the Astoria Marine Iron Works, the uncompleted portion was finished, and the machine shop, foundry and Government buildings erected by the Astoria Marine Iron Works during the war period. The Government buildings have since been removed to that portion of the sands devoted to industrial sites.

PIER 3: The construction of this pier was not seriously contemplated as early as 1917, but during the war activities and during 1919 plans were prepared, contracts signed, and the pier completed in 1921. For a period of two years after the completion of Pier 3, the freight shed was practically empty. During the past two years, however, the capacity of the pier has often been insufficient to accommodate the business offered.

Prior to the completion of Pier 3, all commodities were handled over Pier 1, excepting lumber and commodities handled and stored in open storage.

All of two sections and part of a third section are devoted exclusively to the storage of canned salmon; other sections to high grade lumber stored for air drying; paper pulp, and general merchandise.

In section 1 of Pier 3 there has been installed during the past year a modern fumigating plant, which will be used extensively in the coming years for fumigating cotton and other products imported from the Orient. Internal disturbances in China have precluded shipment of cotton, wool and other commodities, as anticipated during the past several months. This plant is complete and has been accepted by the United States Inspectors.

BELT LINE: Early in 1917, the Commissioners having knowledge of the difficulties experienced by other ports as to belt lines serving their terminals, decided to secure control of sufficient territory to insure for all time the benefits of a belt line railroad serving the terminals of the Port. Rails have been laid on Astor street easterly to 10th. The Belt Line connects with the S. P. & S. at Smiths Point and serves the Youngs Bay Lumber Co., and a right-of-way has been secured for the Belt Line thence to Williamsport.

Under agreement with the United States Government, a 50 foot right-of-way north of the S. P. & S. right-of-way is reserved for the Port of Astoria within the territory known as the Tongue Point Naval Base, which base was presented to the U. S. Government by the County of Clatsop.

DREDGE "NATOMA": With the exception of comparatively short intervals, the dredge has been employed since it was purchased in California and arrived at the Port Terminals. The engineer estimates that the dredge, since commencement of its operations, has delivered about 6,000,000 cubic yards of fill, practically as follows:—

From the westerly end of the county bridge to Miles Crossing.

The Williamsport fill.

Smith's Point fill.

Dredging the channels at Wauna and Westport.

Also maintaining sufficient depth of water around the piers and in slips 1 and 2.

Also filling five acres leased to the Standard Oil Company.

Dredging the Skipanon waterway at a cost of about \$150,000.00 for this particular project.

These projects are termed Harbor developments other than port development, and aggregate an expenditure of \$343,568.56.

At present and for probably six months, the dredge will be engaged in filling Taylor Avenue, and to the foot of West Bond Street; estimated fill about 1,000,000 yards.

STANDARD OIL CO.: A tract of five acres has been leased by the Port to the Standard Oil Co., and the fuel oil tank installed, which, by the way, is the largest distributive fuel oil tank operated by this company at any point.

In the near future a diesel oil tank will be erected, and gradually, tanks for the storage and distribution of white oils.

As conditions warrant, vessels will generally bunker at Astoria rather than at the Standard plant at Willbridge.

The pump now installed at this plant has capacity of 2,000 barrels per hour as compared with the pump at the uptown station of the Standard Oil Company of 250 barrels per hour.

RECONSTRUCTION: The character of construction of Pier 1 and Pier 2, which have been in use for many years, has necessitated during the past two years extensive repairs, and such repairs have been completed from the earnings of the Port, and in this connection it is well to state that the budget for 1925 does not include allowance for other purposes than interest on bonds and retirement of bonds and the attendant expenses of refunding, and further, an amount to cover uncollected taxes for the past two years. The amount of tax moneys transferred by the County Treasurer to the Treasurer of the Port in 1924 was not sufficient to pay the interest on bonds to the extent of \$10,000.00, and inasmuch as a statement was made during the County budget

meeting that 17 percent of the taxes of 1923, for collection in 1924, were delinquent, it is necessary to include in the budget a sum sufficient to cover such delinquency in 1924 and an anticipated delinquency in 1925.

INDUSTRIAL SITES: The attached exhibit presents the ground rentals from the Columbia Iron & Steel Works, the Freeland Table Company, the fumigating plant in Pier 3, and the Standard Oil Company. These industrial sites and locations are leased at a nominal rental for one purpose only; i. e., the increase of payrolls and tonnage dues from the Standard Oil Company on all deliveries of oils to and from their tanks.

BONDS: Amount of bonds issued to date, \$4,080,000.00. The total value of taxable property for state and county purposes, in Clatsop County, equalized and apportioned by the State Tax Commission, is \$40,373,420.93.

\$500,000.00 of bonds will mature on July 1, 1925. This issue will be re-funded.

On Jaunary 1, 1926, \$50,000.00 will mature, which will be liquidated.

\$75,000.00 of bonds maturing in 1924 were paid during that year.

Annual interest on present bond issues \$219,300.00.

NAVAL BASE: Recalling the futile attempt in 1924 to secure an additional appropriation for the Tongue Point Naval Base, with pleasure I report an active interest as to an additional appropriation during the coming Congress by the Portland Chamber of Commerce, the Dock Commission and Port of Portland. The intent is to interest the Chambers of Commerce, not only in Oregon, but Eastern Washington and Idaho, and also to force a combined effort on the part of the delegations in Congress from Oregon, Washington and Idaho. The Astoria Chamber of Commerce is actively interested and awaits the concerted action of the bodies mentioned.

WHEAT: The receipts of wheat for the cereal year, July 1, 1924, to June 30, 1925, will be materially less than during the preceding cereal year, owing to the short crop in Oregon, Washington and Idaho as compared with the previous year; exceedingly high prices, and therefore, China, to which country a large quantity of Astoria flour was exported in 1924, has not been able to enter the market this season owing to the high cost; in other words, the Chinese have been obliged to return to rice, the natural food of the nation.

The Astoria Flouring Mills Company exported during the last cereal season about one-sixth of all the flour exported from the Northwest.

Portland Merchants Exchange reports on the 23rd inst., deliveries of wheat at Northwest ports was less than in 1923, as follows:

Portland	5,206	Carloads less
Tacoma	3,151	" "
Seattle	1,528	" "
Astoria	576	" "
Total	10,461	" "

Patent flour has advanced \$3.80 per barrel since low point in 1923. Portland enjoys benefits of differential freight rates in its favor. Decision has not been announced in the Growers' Rate Case hearing at Walla Walla, Washington, in 1924.

BENEFITS TO THE COMMUNITY: I estimate that the disbursements by the Port for supplies; to the employees of the Port, and for labor, in connection with disbursements by the Astoria Stevedoring Company and other companies to longshoremen, and expended by officers and crews of vessels while in port, will aggregate upwards of one million dollars each year, all of which is disbursed in this community.

TRAFFIC DEPARTMENT: Late in 1920, the Board of Commissioners having completed the building program and appreciating that under the law the commissioners are not entitled to receive compensation, and that it was essential that one familiar with traffic, both rail and steamer, and having a general acquaintance with shippers, operators and steamship owners, be employed, therefore a contract was signed with Mr. R. D. Pinneo for five years from January 1, 1921, which contract expires by limitation on the 31st of December of the present year. This contract was entered into with full knowledge, as above noted, of general conditions, and that through the efforts of one of Mr. Pinneo's ability, the Port would be advertised, so to speak, in all communities in this country and abroad, and the results of the four years I feel assured have justified the action of the Commissioners.

In this connection, it is well to consider that during the years 1920 and 1921 all ports felt severely the exceedingly light traffic and movement of tonnage. This was during the reconstruction period. Since, however, business has assumed normal conditions, the increased tonnage passing through the Port has proven that the efforts on the part of Mr. Pinneo, in connection with natural conditions, have been satisfactory as evidenced by attached exhibits.

WAR ACTIVITIES: Immediately the United States Government entered the war, facilities of the Port were tendered to the Secretary of Navy and Secretary of War, and providentially, from a Government standpoint and benefits to the community through payrolls, Pier 2 was completed, and under contract with the Astoria Marine Iron Works, a portion of Pier 2 was leased, and through their contract with the United States Government, machinery was installed in seventeen wooden ships and contract held for installation of machinery in ten additional ships, which contract was cancelled by the United States Government immediately after the Armistice was signed.

The Rogers Shipbuilding Company constructed several wooden vessels on the ways located on Port property. Thus, through the vision of the Commissioners, two piers were in condition to be used, not only as to the movement of wheat, grinding of flour, and the installation of machinery in the vessels constructed in Astoria, but in a general way the terminals were valuable aids to the United States Government.

Presentation of the activities of the Port would not be complete without mention of Mr. R. R. Bartlett, engineer and manager, and Mr. George W. Walters, superintendent of Pier 2 and in charge of maintenance of machinery and cranes, whose abilities have been clearly exemplified from the Port's inception,

and also mention of the faithful and loyal services of many of the employees who have been connected with the Port since and prior to 1917. Probably no greater exemplification of the ability of Mr. Bartlett may be expressed than his selection of lieutenants and aides, many of whom have remained during the period mentioned, and at all times, and particularly during the war period, labored faithfully and willingly successive days and nights.

ECONOMY: Owing to decreased receipts of wheat, and lessened production of flour for remainder of the cereal season, comparative with 1923 season, and assuming that receipts of lumber for shipment will exhibit a decided falling off, stringent economy as to operation of all departments is essential and obligatory.

Attached exhibits cover the activities of the Port comparatively, from 1920 to 1924, inclusive, for attention and consideration of the Board of Commissioners.

Respectfully submitted,

B. F. STONE, President,

PORT OF ASTORIA.

SPECIFICATIONS
OF
PIERS OPERATED BY THE PORT OF ASTORIA

	Pier Feet Length	Pier Feet Width	Pier Sq. Ft. Area	Shed Feet Length	Shed Feet Width	Shed Sq. Ft. Area	Lineal Feet Berthage
PIER No. 1	1363	620	435,000	1103	92	125,396	1,725
PIER No. 2	1445	350	482,000	Coal and Oil Fueling Lumber and Heavy Freight			3,178
PIER No. 3	1673	425	711,000	1550	160	248,000	3,875
TOTALS			1,638,000			373,396	8,778

Of the industrial tract laid out in 1918, ten acres is under lease and option to the Standard Oil Company of California, 200' x 200' leased to the Columbia Iron & Steel Works, and 200' x 200' leased to the Freeland Table Company.

There is still available for immediate occupancy two 200 ft. square blocks.

One of the urgent needs as an important facility to the Harbor of Astoria is a suitable floating Dry Dock of such size as will care for the repair of vessels entering the Harbor. Much of the repair work done in the river is on vessels damaged outside or near the entrance to the Columbia River and a floating Dry Dock at this point would receive more than its share of Columbia River business. While the financing of a Dry Dock is beyond the expectations of the Port of Astoria at this time, continual effort is being made to interest outside capital and the matter is now in the hands of an eastern authority who is endeavoring to work out a scheme for financing a dock at the mouth of the Columbia River.

STATEMENT OF COASTWISE AND OCEAN GOING VESSELS CALL-
ING AT THE PORT OF ASTORIA FOR FIVE YEARS
LOADING OR DISCHARGING

COAST WISE		OCEAN GOING		TOTAL
1920	31	1920	23	54
1921	27	1921	123	150
1922	53	1922	245	298
1923	91	1923	307	398
1924	125	1924	380	532

TOTAL WHEAT HANDLED AT PORT OF ASTORIA DURING
LAST FIVE SEASONS

SEASON	NO. CARS	BUSHELS
July 1, 1920 to June 30, 1921	860	1,182,025
July 1, 1921 to June 30, 1922	613	825,553
July 1, 1922 to June 30, 1923	1,012	1,351,677
July 1, 1923 to June 30, 1924	3,979	5,131,208
July 1, 1924 to Dec. 31, 1924—half year	1,926	2,585,041

COMPARATIVE STATEMENT TONNAGE HANDLED AT
PORT OF ASTORIA TERMINALS

Year	January to June	July to December	Total
1921	36,175	89,646	125,821
1922	74,240	114,472	188,721
1923	101,485	292,520	394,005
1924	236,605	247,446	484,051

A COMPARATIVE STATEMENT OF OCEAN GOING VESSELS LOADING AND DISCHARGING
FROM JANUARY TO DECEMBER, 1923-1924

MONTH	No. Vessels		Tons Loaded		Tons Discharged		Total Tonnage	
	1923	1924	1923	1924	1923	1924	1923	1924
January	27	42	6,400	31,294	2,925	4,040	9,325	35,334
February	25	44	6,839	23,788	3,203	1,001	10,042	24,789
March	25	44	8,795	20,174	1,685	1,982	10,480	22,156
April	19	46	6,303	14,788	10	2,745	6,313	17,533
May	23	44	5,790	11,105	1,296	3,189	7,086	14,294
June	33	45	5,409	17,412	4,530	1,814	9,939	19,226
July	28	44	8,426	8,119	9,326	2,735	17,752	10,854
August	42	45	12,448	10,043	3,089	1,224	15,537	11,267
September	46	55	20,143	33,322	2,523	4,410	22,666	37,732
October	50	48	33,891	21,425	2,872	6,392	36,763	27,817
November	41	42	16,625	22,859	2,973	4,181	19,598	27,040
December	39	33	21,207	6,998	2,124	2,846	23,331	9,844
	398	532	152,276	221,327	36,556	36,559	188,032	257,886
Increase	134		69,051		3		69,054	

SUMMARY FOR FIVE YEARS

YEAR	No. Vessels	Tons Loaded	Tons Discharged	Total Tons
1920	54	72,791	5,117	77,908
1921	150	58,246	6,630	64,876
1922	298	82,108	31,488	113,596
1923	398	152,276	36,556	188,832
1924	532	221,327	36,559	257,886

A COMPARATIVE STATEMENT OF CARS RECEIVED AND FORWARDED FROM
JANUARY 1 to DECEMBER 31, 1923 to 1924

MONTH	Cars Received		Tonnage		Cars Loaded		Tonnage		Total Tonnage	
	1924	1923	1924	1923	1924	1923	1924	1923	1924	1923
January	378	271	14,026	10,790	36	46	1,361	1,425	15,387	12,215
February	692	177	22,015	6,524	47	23	1,477	718	23,489	7,242
March	413	124	14,714	4,329	26	73	771	2,646	15,485	6,975
April	502	137	12,201	5,306	15	13	425	488	12,626	5,794
May	390	112	14,243	3,199	27	29	1,071	830	15,314	4,029
June	190	95	6,648	6,049	13	33	305	1,060	6,955	7,109
July	139	167	4,951	11,327	20	14	813	907	5,764	6,956
August	523	277	25,008	3,574	6	32	215	394	25,223	11,721
September	754	716	29,500	27,129	21	13	573	475	30,074	27,604
October	685	1,030	27,402	39,116	34	25	1,111	732	28,513	40,171
November	313	630	13,444	21,280	11	56	340	1,861	13,784	23,141
December	104	774	3,392	27,340	19	21	709	777	4,101	28,117
	5,083	4,510	187,541	165,963	275	278	9,081	12,313	196,622	178,276
Increase	573		21,578						18,346	
Decrease					3		3,232			

SUMMARY FOR THREE YEARS

YEAR	RECEIVED		FORWARDED		TOTAL	
	No. Cars	Tonnage	No. Cars	Tonnage	Cars	Tonnage
1922	1,447	50,119	311	10,136	1,758	60,255
1923	4,510	165,963	278	12,313	4,888	178,276
1924	5,083	187,541	275	9,081	5,358	196,622

A COMPARATIVE STATEMENT OF LUMBER FOR YEAR
ENDING DECEMBER 31, 1924

MONTH	1923	1924
January	29,268,308	34,725,072
February	29,807,323	25,967,997
March	40,994,126	32,446,691
April	35,177,443	33,929,439
May	35,252,966	28,109,475
June	41,959,894	29,535,826
July	42,582,154	28,059,105
August	48,059,884	40,021,837
September	40,310,254	30,615,030
October	37,968,902	31,535,323
November	31,148,599	21,283,814
December	22,151,546	20,132,876
Total	434,681,399	356,362,385
Decrease	78,319,014	

COMPARATIVE STATEMENT OF LUMBER FOR THE YEAR
ENDING DECEMBER 31, 1924

	Astoria District	Portland District
California	229,220,024	116,531,964
Atlantic Coast	38,542,481	81,783,907
Australia	23,478,018	30,825,352
Japan	36,285,308	139,082,496
South America	3,577,246	21,653,291
Continent	1,336,354	3,619,955
United Kingdom	7,995,085	11,153,280
China	15,927,869	70,274,205
Phillipine Islands		1,623,130
Canal Zone		177,646
Total	356,362,385	476,725,226

A COMPARATIVE STATEMENT OF RIVER TRAFFIC FROM
JANUARY 1, to DECEMBER 31, 1923 to 1924

MONTH	No. of Vessels		Tons Loaded		Tons Discharged		Total Tonnage	
	1924	1923	1924	1923	1924	1923	1924	1923
January	18	17	1,092	30	53	289	1,145	319
February	29	19	1,390	284	1,062	263	2,452	547
March	48	21	1,903	656	956	205	2,859	861
April	35	21	2,139	1,515	84	136	2,223	1,651
May	29	32	846	587	383	461	1,229	1,048
June	29	44	3,951	1,337	157	1,628	4,108	3,005
July	28	67	850	1,313	602	7,256	1,452	8,569
August	69	92	874	1,968	880	1,577	1,754	3,545
September	65	38	1,320	1,090	1,090	719	2,410	1,809
October	50	57	1,876	1,199	791	358	2,667	1,557
November	56	43	1,600	1,271	710	1,363	2,310	2,634
December	33	28	1,183	604	658	768	1,841	1,372
	489	479	19,024	11,854	7,426	15,023	26,450	26,917
Increase	10		7,170					
Decrease					7,597		467	

SUMMARY FOR THREE YEARS

YEAR	No. of Vessels	Tons Loaded	Tons Discharged	Total Tons Handled
1922	378	4,554	103,074	14,861
1923	479	11,894	15,023	26,777
1924	489	19,024	7,426	26,450

A RECORD OF FOREIGN SHIPMENTS CLEARED FROM THE PORT OF ASTORIA
DURING THE YEAR 1924
SHOWING THE AMOUNT OF COMMODITIES SENT TO THE VARIOUS COUNTRIES

Commodity	California	Atlantic Coast	Australia	Japan	So. America	U. K.	Europe	China	P. I.
Lumber (ft)	229,220,024	38,542,481	23,478,018	36,285,308	3,577,246		7,995,085	15,927,869	
Flour (tons)	9,020	1,151		2,450		9,670	2,382	41,057	
Feed (tons)	6,333					420			
Wheat (tons)	889			30,934		36,509		2,125	
Canned Salmon (tons)	138	11,272	1,198			380	509		105
Frozen Fish (tons)						254	148		
Mild Cured (tons)						24	228		
Cranberries (tons)	40								
Pine Balsam (tons)	7								
Lath (bdls.)		1,353	24,772						
Doorstock (ft.)			576,734						
Shingles (bdls.)	14,392	14,741							
Box Shooks (bdls.)									1,994
Scrap Iron (tons)	196								
Empty Grain Bags	126	5							
Sheet Iron				400					
Cascara Bark		110			65				

	Gulf Port	Honolulu
Canned Salmon (tons)	180	94
Shingles (bdls.)		2,500
Box Shooks (bdls.)		1,640
Empty Grain Bags	6	

COMPARATIVE STATEMENT OF SALMON SHIPPED FROM PORT OF ASTORIA YEARS 1922-23-24

MONTH	FOREIGN BY BOAT			DOMESTIC BY BOAT			DOMESTIC BY CAR		
	1922	1923	1924	1922	1923	1924	1922	1923	1924
JAN.	16,785 Cases 98 Tierces 100 Boxes	1,106 Cases 1,102 Tierces	8,716 Cases	4,191 Cases 102 Boxes 55 Tierces	13,931 Cases	21,912 Cases	21 Cars	7 Cars	12 Cars
FEB.	5,710 Cases	8,790 Cases 40 Tierces		20,831 Cases 38 Tierces	11,167 Cases	11,552 Cases	10 Cars	3 Cars	9 Cars
MAR.	1,563 Cases 531 Boxes	945 Cases 594 Tierces	2,332 Cases 157 Boxes 54 Barrels	2,250 Cases	5,232 Cases	5,775 Cases	4 Cars	15 Cars	8 Cars
APR.	2,110 Cases	11,917 Cases 53 Tierces	1,780 Cases	5,735 Cases	3,442 Cases	12,248 Cases	7 Cars	6 Cars	2 Cars
MAY	550 Cases 116 Boxes	4,453 Cases	2 Boxes	10,784 Cases 94 Tierces	21,168 Cases	19,407 Cases	5 Cars	6 Cars	6 Cars
JUNE	10,171 Cases 30 Tierces	6,805 Cases 12 Barrels		25,173 Cases	50,068 Cases	27,714 Cases	14 Cars	8 Cars	6 Cars
JULY	330 Cases 32 Tierces		2,325 Cases 53 Tierces 374 Boxes	57,421 Cases	91,484 Cases 23 Boxes 2 Barrels	82,508 Cases	5 Cars	12 Cars	10 Cars
AUG.	2,613 Cases 64 Tierces	770 Cases 95 Boxes	1,507 Cases 67 Tierces 418 Boxes	70,204 Cases	84,310 Cases 95 Boxes	82,200 Cases	11 Cars	7 Cars	8 Cars
SEPT.	7,211 Cases 32 Tierces 48 Boxes 21 Barrels	6,958 Cases 7 Tierces 475 Boxes	5,804 Cases 35 Tierces 535 Boxes	89,562 Cases	34,894 Cases 87 Tierces 67 Boxes	55,722 Cases	11 Cars	19 Cars	11 Cars
OCT.	5,252 Cases 120 Tierces 84 Boxes	1,515 Cases 24 Tierces	18,599 Cases	54,592 Cases	43,694 Cases	48,642 Cases	23 Cars	9 Cars	67 Cars
NOV.	10,301 Cases 50 Barrels	2,302 Cases 170 Boxes 16 Tierces	9,720 Cases	37,032 Cases 90 Tierces 500 Boxes	24,670 Cases 106 Boxes	30,110 Cases	9 Cars	11 Cars	20 Cars
DEC.	8,754 Cases 68 Tierces	1,630 Cases	10,344 Cases 78 Tierces 344 Boxes	22,344 Cases	10,341 Cases	50,624 Cases	9 Cars	8 Cars	21 Cars

SUMMARY

	1922	1923	1924
TOTAL CANNED SALMON	471,760 Cases	450,974 Cases	513,945 Cases
TOTAL MILD CURED	721 Tierces	1,900 Tierces	225 Tierces
TOTAL FROZEN FISH	1,531 Boxes	941 Boxes	3,034 Boxes
TOTAL SALTED FISH	71 Barrels	19 Barrels	54 Barrels
TOTAL CARLOADS	129 Cars	112 Cars	180 Cars

CANNED SALMON ON HAND JANUARY 1, 1925

No. CASES	½ LB.	1 LB. TALLS	1 LB. FLATS	½ LB. OVALS	1 LB. OVALS
	33,447	22,216	10,465	147	1,065

ANNUAL LEASES AND RENTALS

Astoria Flouring Mills Co.—Mill	\$12,500.00
Astoria Flouring Mills Co.—Storage space	2,700.00
Columbia Iron & Steel Works	1,200.00
Freeland Table Company	1,200.00
Harry N. Leckenby	100.00
*Standard Oil Company	1,500.00

	\$19,200.00

*Also tonnage tolls on receipts and deliveries of oils.

INVESTMENTS:

Harbor Development (Dredging and Fills) other than Terminal Construction and Maintenance	343,568.56
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PLANT INVESTMENT:

Pier No. 1	825,937.29	
Flour Mill Bldg.	118,371.90	
Bulk Grain Elevator	648,417.58	1,592,726.77
	— — — — —	
Pier No. 2		404,235.27
Pier No. 3		1,323,498.69

INDUSTRIAL SITES:

Factory Building	9,242.25	
Office Building	878.37	
Col. Iron Works	98.83	
Standard Oil Site	36,663.01	46,882.46
	— — — — —	
Belt Line Ry.		220,478.34
Dredge and Equipment		159,837.56
Portable Equipment		33,824.26
South Roadway		14,465.48
Real Estate (Undeveloped)		
—about 7000 ft. frontage		132,108.89
		3,928,057.72
		— — — — —
		4,271,626.28

Gross and Net Earnings Since Establishment

	Gross	Expenses	Net
July 11, 1916 to Aug. 31, 1918—25 mo.	58,457.70	63,382.33	(4,924.63)
Sept. 1, 1918 to June 30, 1920—22 mo.	412,184.21	354,082.63	58,101.58
July 1, 1920 to June 30, 1921—12 mo.	338,648.44	332,961.65	5,686.79
July 1, 1921 to June 30, 1922—12 mo.	133,637.82	153,588.75	(19,950.93)
July 1, 1922 to Dec. 31, 1923—18 mo.	434,688.89	432,950.36	1,738.53
Jan. 1, 1924 to Dec. 31, 1924—12 mo.	394,427.28	371,407.90	23,019.38

REPAIRS:

	Reconstruction	Maintenance	Total
July 1, 1921 to June 30, 1922		10,414.74	10,414.74
July 1, 1922 to Dec. 31, 1923	14,895.67	25,899.84	40,795.51
Jan. 1, 1924 to Dec. 31, 1924	18,973.17	30,016.00	48,989.17
	33,868.84	66,330.58	100,199.42

STATEMENT OF LUMBER SHIPMENTS MADE VIA WATER FROM THE PORT OF ASTORIA
CUSTOMS DISTRICT

Shipments to:	1920 FBM	1921 FBM	1922 FBM	1923 FBM	1924 FBM	Totals FBM
California	263,250,643	243,860,391	310,294,296	317,926,268	229,220,024	1,364,551,622
Honolulu	3,420,001	4,622,836	5,736,830			13,779,667
Alaska	580,770					580,770
Phillipine Islands		1,558,604		857,000		2,415,604
Atlantic Coast	21,786,470	34,640,407	50,832,621	53,012,537	38,542,481	198,814,516
Canal Zone		27,696				27,696
Cuba	1,083,572					1,083,572
United Kingdom	6,422,055	106,834	3,228,625	4,129,907	7,995,085	21,882,506
Continent	475,555	221,742	951,493	261,737	1,336,354	3,246,881
South America	6,907,487	651,701	4,224,098	4,161,968	3,577,246	19,522,500
Australia	12,647,652	3,053,686	18,511,154	15,751,974	23,478,018	73,442,484
South Africa	987,000	1,445,358	1,012,544			3,444,902
China	7,400,954	13,516,999	20,859,312	2,091,735	15,927,869	59,796,869
Japan	1,937,625	37,811,631	43,568,141	33,655,273	36,285,308	153,257,978
India	1,850,616	1,650,000		800,000		4,300,616
Canada			499,200	2,023,000		2,522,200
	328,750,400	343,167,885	459,718,314	434,681,399	356,362,385	1,922,670,383

PORT OF ASTORIA

AUDITOR'S REPORT

AS OF

DECEMBER 31st, 1924

March 16, 1925.

To The Honorable

PORT OF ASTORIA COMMISSION,

Astoria, Oregon.

Gentlemen:

We beg to submit herein the report of your auditors for the calendar year 1924, accompanied by detailed statements of Operating Revenues and Expenditures; also statement of Assets and Liabilities as at December 31, 1924, together with such pertinent comments as may be of interest.

We have endeavored to keep in close touch with your organization throughout the year, rendering such assistance as was required. The period has been one of the most active in the history of the Port, both in volume of activities and actual progress made, and it appears that the terminals are now functioning satisfactorily along the lines for which they were intended.

OPERATIONS

PIERS: The principal increase in volume of general tonnage was evidenced on Pier No. 3 which, during the major portion of the year, was operating close to its capacity, due in a large measure to the quantity of air-dried lumber handled on this unit. Pier No. 2 suffered somewhat through the slack condition in the rough lumber market and the reduced tonnage on Pier No. 1 compared with 1923 is due to the almost total absence of Oriental flour trade. Development of general traffic in the last two or three years, however, had begun to yield results so that temporary adverse conditions beyond your control did not have the detrimental effect which might otherwise have resulted and the restoration of normal conditions will again make full use of your facilities.

GRAIN ELEVATORS: For the first time in the Port's history, a substantial net income developed from the operation of this unit, which situation may be attributed to increased tonnage and more efficient administration. The grain trade has expressed appreciation of the treatment received and indicated its intention of using your facilities whenever possible.

STANDARD OIL COMPANY: The establishment of a fuel distributing plant at the terminals by this concern appears one of the most important developments in several years. Considerable expenditure was required to provide the necessary facilities, and revenue during the year was practically negligible as the plant was not in operation until the end of 1924, but the fact that the oil industry has recognized the advantage of affiliation with you indicates confidence in Astoria by outside industries and will be immediately productive of a substantial revenue.

The arrangement is covered by a twenty-five year lease with renewal provisions and the investment of a large sum in the construction of the plant by the lessee, a considerable portion of which has already been made, insures the permanency of the development.

INDUSTRIAL SITES: Two other manufacturing industries have now become established on Port property on a satisfactory revenue basis and the enlargement of one of these is already contemplated.

REVENUES AND EXPENDITURES

The attached statement, setting forth a net Operating Revenue of \$27,336.00, indicates in a substantial way the progress made during the year, especially when compared with a net Operating Revenue of \$1,738.53 for the eighteen months ending December 31, 1923 and a net Operating Loss of \$19,950.93 for the fiscal year ending June 30, 1922. The 1924 Gain has resulted principally from general operations and is arrived at after absorbing \$16,416.74 in replacements and major repairs to plant as well as all overhead charges of every nature, excepting interest on bonded indebtedness and the year's quota of discount on bonds. No revenue whatever from taxes is included in computing the above figures.

All receipts were ascertained to have been duly accounted for and all disbursements to be properly substantiated by supporting data or otherwise satisfactorily explained. The overdraft in your General Fund results principally from advances made to capital account for the construction of the Standard Oil Company location, which advances will be reimbursed by the collection of a one (1) mill special levy authorized by the taxpayers.

ASSETS AND LIABILITIES

The attached statement setting forth your financial condition indicates considerable progress since December 31, 1923. Surplus Account has been increased \$87,019.71, being \$75,000.00 through redemption of bonds and the balance (\$12,019.71), net revenue after absorbing the year's quota of discount on bonds of \$14,956.67 and Tax Roll Refunds of \$359.62.

During the year, approximately \$25,000.00 was expended in plant improvements in addition to the cost of major repairs and replacements absorbed by revenues. This figure is exclusive of the Standard Oil Company project.

ACCOUNTS RECEIVABLE: Detail of this has been examined and contains, we believe, few uncollectible items. Astoria Marine Iron Works have not yet consummated their settlement and there are some storage charges of long standing. The latter are referred to elsewhere herein.

NOTES PAYABLE: This item represents money borrowed for the construction of buildings for the Freeland Table Company which will be gradually paid off through revenues from that unit, and for temporary loans made H. N. Leckenby to assist him in completing a fumigating plant installed on Pier

No. 3. This last item is offset by a Note Receivable covering the amount of these advances.

BONDED INDEBTEDNESS AND INTEREST COUPONS

Early in 1924, \$25,000.00 in bonds were issued for the purpose of making necessary improvements to the Grain Elevator and other units, and on January 1, 1924, \$75,000.00 in bonds which came due were retired by payment. Provision has been made in the 1925 budget for securing funds to retire \$60,000.00 in bonds due January 1, 1926, the retirement of which will reduce the outstanding bonded indebtedness of the Port to \$4,020,000.00. All interest coupons presented were promptly paid at maturity and the balance with National Park Bank, New York City, December 17, 1924, was duly reconciled with the amount of outstanding coupons.

NEGOTIABLE WAREHOUSE RECEIPTS

Property covered by all outstanding receipts of this nature was physically checked by us satisfactorily verified. Methods of handling this class of merchandise in your warehouses could be improved and several suggestions have been made toward increased efficiency.

GENERAL REMARKS

Your attention is directed to the present method of handling charges against merchandise, principally lumber, passing over your Piers. In a number of cases, usually among less responsible shippers, charges have accrued against a shipment and a dispute would arise as to the payment of charges, each one of the various parties interested stating that some other party was to pay, with the result that in several instances, the Port has been many months collecting and some times has had to write the amounts off. We realize that it is not desirable to hamper customers in the transaction of business but on the other hand, the Terminals cannot afford to take any chances on losing money and some rule must be established to rectify this situation and prevent merchandise getting beyond your control before charges are absolutely guaranteed and if necessary, secured, to insure collection.

It is also noted that there are a number of storage lots on the piers, on which charges have not been paid for many months and the value of the property is questionable. It will be of considerable advantage to exercise your warehouseman's right and have a sale of all such property as can be legally disposed of in order to eliminate these dead items and realize an accrued charges.

The situation regarding rates, discussed in our report of last year, has been much improved but still needs careful consideration. The fact that you have an overhead expense, excluding interest, of twenty percent (20%) after including repairs as a part of direct cost must never be lost sight of and there are some classes of your operations which are not now bearing their proportion of this charge.

Respectfully submitted,

GEO. BLACK & CO.

PORT OF ASTORIA
CONDENSED STATEMENT OF LEDGER BALANCES
DECEMBER 31, 1924

ASSETS

Capital Investment	\$4,303,321.75	
Tax Rolls	161,844.64	
Prepaid Insurance	4,481.45	
Notes and Accounts Receivable	57,213.41	
Deferred Charges	42,179.69	4,569,040.94
	— — — —	

LIABILITIES

Fund Overdrafts—	
Covered by Authorized Levy	42,999.62
Notes Payable	12,860.00
Accounts Payable	2,833.77
Unappropriated Levies for Bond	
Interest and Sinking Fund	56,593.82

BONDED INDEBTEDNESS
OUTSTANDING:

Bonds Issued	4,155,000.00		
LESS—Redeemed	75,000.00	4,080,000.00	4,195,287.21
			<u>4,195,287.21</u>

SURPLUS AT CREDIT OF REVENUE AND EXPENDITURE
ACCOUNT \$ 373,753.73

Certified to be a true Statement of the Assets and Liabilities of PORT OF ASTORIA, December 31, 1924, as shown by its Books of Account.

GEORGE BLACK & COMPANY

By GEORGE BLACK,

Certified Public Accountant.

P O R T O F A S T O R I A

COMPARATIVE REVENUE TONNAGE SCHEDULE

1923 and 1924

	Ocean Steamers	Cars	River Boats	Total
January to June 1923				
Loaded	39,536	7,167	4,429	51,132
Discharged	13,649	33,722	2,982	50,353
	53,185	40,889	7,411	101,485
January to June 1924				
Loaded	118,561	5,410	11,321	135,292
Discharged	14,771	83,847	2,695	101,313
	133,332	89,257	14,016	236,605
July to December 1923				
Loaded	112,740	5,146	7,445	125,331
Discharged	22,907	132,241	12,041	167,189
	135,647	137,387	19,486	292,520
July to December 1924				
Loaded	102,766	3,761	7,703	114,230
Discharged	24,788	103,697	4,731	133,216
	127,554	107,458	12,434	247,446
	January to June	July to December	Total	
1921	36,175	89,646	125,821	
1922	74,240	114,472	188,721	
1923	101,485	292,520	394,005	
1924	236,605	247,446	484,051	

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